

# The Hongkong Telegraph.

THURSDAY, AUGUST 16, 1888.

No. 2006.

SIX DOLLARS  
PER QUARTER

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$7,500,000.  
RESERVE FUND ..... 3,900,000.  
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS.—  
CHAIRMAN—Hon. JOHN BELL IRVING.  
DEPUTY CHAIRMAN—W. H. FORBES, Esq.  
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.  
W. G. BRUDIE, Esq. | J. S. MOSES, Esq.  
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.  
D. LAYTON, Esq. | N. A. SIEBS, Esq.  
Hon. A. P. MC EWEN. | E. A. SOLOMON, Esq.

CHIEF MANAGER,  
HONGKONG—THOMAS JACKSON, Esq.  
MANAGER,  
SHANGHAI—EVAN CAMERON, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.  
CURRENT DEPOSIT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS—  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.  
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia; America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, 25th April, 1888.

RULES  
OF THE  
HONGKONG SAVINGS  
BANK.

THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.  
SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit, may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

INTEREST at the rate of 3 1/2 per annum will be allowed to Depositors on their daily balances.

EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January, and beginning of July.

CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,  
Chief Manager.  
Hongkong, 1st September, 1888.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ..... \$2,000,000.  
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 5 per cent. per annum.  
" " " " " 6 " 4 "  
" " " " " 3 " 3 "

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,  
Manager,  
HONGKONG BRANCH.

To be Let.

TO LET:  
ROOMS in "COLLEGE CHAMBERS"

GODOWN IN ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.  
Apply to DAVID SASOON, SONS & Co.

Hongkong, 12th July, 1888.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praia Grande. Excellent water supply and Servants quarters attached. Rent very moderate.

Apply to A. A. de MELLO & Co., Macao.

Macao, 3rd April, 1888.

## Estimations.

### PIANOS FOR SALE.

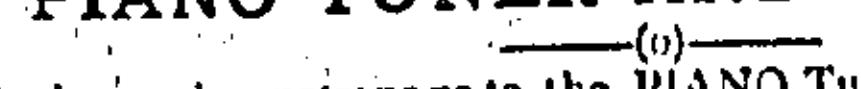


### PIANOS ON HIRE.



### A. HAHN,

### PIANO TUNER AND REPAIRER.



WING to the increasing patronage to the PIANO Tuning Department of my business, I am obliged to give up "Store-keeping" from the 1st of September next. During this month of August, I will, therefore, SELL at REDUCED PRICES ALL BRASS, WIND, and STRING INSTRUMENTS, etc. Special arrangements have been made for the SALE of TOYS and FANCY GOODS at an average price of 50 cents cash. The Store will be kept open daily till 8 P.M.

Hongkong, 1st August, 1888.

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LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 bore.

DUCK GUNS.

ALLIANCE SPORTING POWDER.

ELEY'S CARTRIDGE CASES, WADS, &c.

LOADING and RE-CAPPING MACHINES.

CARTRIDGE BAGS and BELTS.

CHILLED and COMMON SHOT in all Numbers.

SHOOTING BOOTS and KNICKER-BOCKER STOCKING.

WATER-PROOF RUGS.

DOG WHISTLES, WHIPS and COLLARS.

PICNIC STORES.

&c., &c., &c.

ROBERT LANG & CO.

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

N E W G O O D S .

TALL SILK HATS.

Overland Trunks, Gladstone Bags, and a variety of Traveling Cases, all sizes.

Ulster Tweeds.

Fine Black Diagonal & Cork-screw for Dress Suits.

Black, Blue and Brown Felt and Diagonal Coatings.

Fancy & Check Tweed Suitings.

Straw Hats and Pith Hats.

Silk Umbrellas from \$5 each, over too much from \$10.

A large assortment of Walking Sticks.

Waterproof Coats, Leggings & Chair Aprons.

Travelling Rugs and Scotch Mauds.

Overland Trunks, Gladstone Bags, and a variety of Traveling Cases, all sizes.

Winter, Medium and Summer Under Vests and Pants.

Silk Half-Hose, Black, Navy and Colors.

Lamb's Wool Merino and Lisle Thread Half-Hose.

White Dress Shirts.

Cheeks and Plain.

Lacing & Elastic-side Walking Boots and Shoes.

Shoeing Boots, Rubber Boots.

Patent Leather Boots & Shoes.

Dancing Pumps, all sizes.

Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

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JUST LANDED IN SPLENDID CONDITION.

### CIGARETTES.

RICHMOND STRAIGHT CUT.

"VIRGINIA BRIGHT."

KINNEY'S "STRAIGHT CUT."

And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP".

"RICHMOND GEM".

"Do. MIXTURE".

COPE'S "GOLDEN CLOUD".

WILLS' "BRISTOL BIRDS EYE".

"Do. THREE CASTLES".

ALLEN & GINTER'S "TURKISH MIXTURE".

in 1/2 lb. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—

"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EA GLÉE".

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 27th July, 1888.

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### THE STERLING ORIENTAL CORSET

(REGISTERED)

A SPECIALIST IN

WARM CLIMATES OF EVENING WEAR

Made from Sterling

combining strength with lightness.

New fabrics stamped with the Trade Mark.

RE NOW SHOWING A LARGE STOCK

OF

THE "STERLING ORIENTAL CORSET,"

IN RIDING,

TENNIS,

HAIDEE and

ACME.

Also,

THE "PHANTOM BUSTLE"

and

THE NEW "CURETTA" & "VESTINA".

BODICE.

ROSE & CO.,

37-39, Queen's Road.

Hongkong, 7th July, 1888.

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ROSE & CO.

HAS JUST RECEIVED COPIES

OF:

Routledge's Natural History.

History of Photography.

Easy Studies in Water Colours.

Studies in Trees, etc.

Also the following Fancy Goods:

Photo Albums, Photo Screens.

Cigar and Cigarette Cases.

Photo Frames, and the Wonderful little Photographic Apparatus.

Deacon's Book of Dates and World's History.

Macmillan's

# THE HONGKONG TELEGRAPH, THURSDAY, AUGUST 16, 1888.

## Intimations.

A. S. WATSON & CO., LTD.

WATSON'S PRICKLY HEAT LOTION  
AND POWDER.

Are a specific for Prickly Heat, and all skin eruption caused by the hot weather.

(DIRECTIONS.)

Apply with a soft sponge and when nearly dry dust over with "The Dusting Powder." Irritation will entirely cease in a few moments and be succeeded by a most agreeably cool and refreshing sense of comfort and ease.

A light dose of WATSON'S SALINE APERTIENT in the morning is also recommended as a deterrent.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Hongkong, 8th August, 1888. [5]

HONGKONG, THURSDAY, AUGUST 16, 1888.

## TELEGRAMS.

(From Straits Times.)

### THE STRIKES IN FRANCE.

PARIS, August 8th.

Riots have broken out at Amiens, where the strikers sacked and set fire to a factory. The streets had to be cleared by charges of cavalry. Disorder continues and the streets are patrolled by Police and Military in force.

Paris conflicts between the strikers and the police are continuous.

### TYPHOON IN THE CHINA SEA.

We are indebted to the courtesy of the Spanish Consul at this port for the following telegram received this morning from Bilbao:—

"There are indications of a typhoon raging in the China Sea towards the N.W., near the Coast of Luzon. Rough weather may be expected in the China Sea."

The Government Astronomer sent the following message at 1.25 p.m., to-day:—

"The typhoon is in the Southern part of Formosa Channel, and appears to be moving North-Westward. Telegraphic communication between Kowloon and Hongkong is interrupted."

## LOCAL AND GENERAL.

ACCORDING to a Japanese paper, on the 31st of June last the number of foreigners residing in Tokio was 700, of whom 443 were males and 257 females.

It is reported that important telegrams from the Lisbon Colonial Office have reached the Governor of Macao, concerning his high-handed proceedings towards the Municipal Chamber.

ALFRED CELIER'S successful comic opera "Dorothy" will be performed at the Theatre Royal, City Hall, this evening, by the American Musical Comedy and Opera Company.

THE half-yearly Report, with a Statement of Accounts up to June 30th, of the Directors of the Hongkong and Whampoa Dock Company, Limited, will be found in another column.

A REGULAR meeting of Perseverance Lodge, No. 1165, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

WE note from home papers that at the Congregation of the Cambridge University held on the 7th June, Mr. Robert Mint Jameson, of the Government School, had the degree of Master of Arts conferred on him (by proxy).

THE notorious Apenes bankruptcy case terminated this afternoon, when Acting Chief Russell sentenced the bankrupt, whose discharge was opposed by the Acting Registrar of the Supreme Court, to six months' imprisonment. A report of the proceeding will be found elsewhere in this issue.

"ONE more unfortunate." Chan A-hoy, aged 18 years, was the inmate of a house of ill fame in West Street, the mistress of which brutally ill-treated her. And so, feeling tired of life, she wandered along the Praya about two o'clock this morning, and on reaching the wharf near Murray Pier tried to reach the "great beyond" via the Harbour. Police constable Carson happened to be in the vicinity and rushed to the rescue, eventually saving the drowning girl after considerable difficulty. This simple little story was related at the Magistracy this morning, when Mr. Wodehouse ordered the girl to be placed in charge of the Registrar-General.

MATTERS would seem to be getting rather warm for that crowd of cooks, pensioners, and other larrikins who regularly feed and sleep on board most of the Chinese-manned steamers which lie along the wharves. This morning, before Mr. Wodehouse, the chief officer of the steamer *Fokken*, charged one of the fraternity with being found on board that vessel yesterday, with intent to commit a felony. Complainant put one of his quainter-masters in the witness box to prove that the trespasser was discovered at 8 p.m. stowed away under the cover of one of the deck winches, while the steamer was at the Douglas wharf. Complainant informed the Court that every time the vessel came into harbour there was something missing—presumably taken by such visitors as Mr. Wong-a-fuk, the prisoner. Defendants rendered the same old story; he went on board to look for a friend, and when he was unable to find him he became afraid and hid himself. Mr. Wong's friend on board the *Fokken* will lose the run of his pal for the next three months, that being the period allotted to him by a merciful break in which to recover from his fright—with a modicum of hard labour thrown in to keep his muscles up to concrete pitch.

A MAN was recently arrested in North Carolina for "committing assault with a deadly weapon, to wit a large and ferocious bull-dog."

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamer *Parthia* which left Vancouver on the 1st inst. arrived in Yokohama to-day.

THE Portuguese transport *India*, which left Macao for Lisbon on Sunday last, put back to the former port this morning at 8 o'clock—just as the *Kiukiang* was leaving for Hongkong.

An Emergency meeting of Zealand Lodge, No. 525, will be held in Freemasons' Hall, Zealand Street, on Saturday, the 18th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

H.M.S. *Audacious*, Capt. J. B. Warren, arrived this forenoon from Nagasaki en route for home.

On entering harbour she was saluted by the Commodore ship with the regulation number of guns. We understand she is to leave for Portsmouth in a couple of days.

THIS morning two boarding-house runners were charged at the Police Court with boarding the steamer *Waverley* without the permission of the Captain and while she was under way in the harbour on the 15th inst. The vessel was coming in from Singapore and the enterprising "drummers" made the ascent of her side by means of their boat hooks, in quest, no doubt of passengers or plunder, whichever first came to hand. Mr. Wodehouse fined the accused \$10 each.

WE have received from Messrs. Lane, Crawford & Co. a copy of a pamphlet published at the Celestial Empire Office, Shanghai, bearing the following sensational titles:—"Some Queer Stories of Benjamin David Benjamin and Messrs. E. D. Sassoon & Co.," "Wealth, Fraud and Poverty;" "Les Juifs Entre Eux." The pamphlet gives a sketch of Benjamin's chequered career, and reproduces from the public newspapers the reports of the sensational proceedings connected with his rise and fall. It is very interesting reading.

SAYS the London and China Express:—"The arrival of the *Glengyle* with the first of the New Season's Teas from the Foochow districts confirms the impression that the Chinese are more fully alive to the necessity of repairing the carelessness of recent years in the manufacture of their Tea. The Chingwe and Panyong descriptions show a decided improvement, both in quality and make, over last year's Imports; and though the Scu Moos might be better manipulated, they are strong in liquor, and are looked upon favourably by the dealers. We hope it may be taken as an augury of the China trade entering upon a fresh era of its ancient prosperity."

THE Bangkok Times announces authoritatively that the statement made by the Manila *Comercio* to the effect that the Siamese Government contemplated purchasing the gun-vessel *Filippines*, is totally unfounded, and remarks—"When the Siamese intend to augment their navy with the addition of gunboats, the new vessels will be constructed in the first-class yards of England, and not recruited from the impracticable failures of local shipbuilders." Our contemporary assumes too much when he describes the *Filippines* as "an impracticable failure," as that vessel has never yet been put to any practical test beyond a couple of trial trips, in both of which she gave the utmost satisfaction to the independent experts on board.

SINGAPORE is either exceptionally favored in the fleetness of foot of its amateur pedestrians, or exceedingly unfortunate in the "timers" who officiate as athletic sports. A couple of years since a gentleman named Chopard was credited with running a hundred yards in "level time," and now, at the recent meeting of the Singapore Recreation Club, a Mr. Seth is authoritatively stated to have covered the same distance in 10 1/5 seconds. We doubted the accuracy of Mr. Chopard's record and are equally incredulous about Mr. Seth's. In each case a mistake of second was probably made by the "clocker"—a mistake very easily made by inexperienced time-keepers. In the 150 yards handicap Mr. Seth, with 7 yards start, got home after a hard race in 16 1/5 seconds—which means that his first hundred was done in from two to three yards worse than eleven second,—plainly showing that his reputed record of 10 1/5 seconds will not bear inspection.

SAYS the Japan Mail of the 4th instant: "The latest statistics regarding the amount of damage done by the eruption of Bandai-san are as follows:—

Deaths 50; 146 males and 256 females. Number of persons injured 54. Horses killed 45. Houses buried, or crushed 182.

Area of land covered with mud:—

Cultivated land ..... 10,000 sq. m. 100,000 sq. m.  
Forest land ..... 113 sq. m. 6 sq. m. 3 sq. m. 12 sq. m.  
Cemeteries ..... 9 sq. m. 7 sq. m. 5 sq. m. 12 sq. m.

Forest land and uncultivated ground ..... 7,500 sq. m. 4 sq. m. 12 sq. m. 12 sq. m.

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the line" with varying success, that is all. But whoever is in the box—even the shrillest-voiced Chinwoman, their voices are lost to us. The Early English style of Court—is by no means conducive to good hearing, and the waving punkahs which fan half the hall utterly dissipate the words before they reach us. Speaking of punkahs, the little one "appropriated" to the judicial bench seems to be more vigorous than dignified; it swings sharply in an erratic, three-cornered sort of way which, as I facetiously remark, is contrary to the Queen her crown and dignity. We notice these things when we are tired of hearing the cases dragging wearily along. We see that by a wise provision the reporters' table is placed so ingeniously that when a witness speaks in the direction of the Bench, his position, with the help of the great punkah, makes the languid young men grow apoplectic trying to hear what he says, whilst the infallible rulings of "Mud" are about as audible as a whisper through a Hongkong telephone. The ingenuity of this arrangement is equally commendable in that the journalistic table is considerably placed beneath the raised dock, so that at the monthly sessions or quarterly Assizes any prisoner who feels inclined to get full value for his money may, after getting, say, five years, lean over the rail and knock some of their languid literary heads off, as they deserve to be. "Come on, let us go."

#### HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the offices of the Company, No. 14, Praya, Hongkong, on Monday, the 27th August, 1888, at 3 o'clock p.m.—

To the Shareholders of the Hongkong and Whampoa Dock Co., Limited.

Gentlemen.—The Directors have now to submit to you their Report with a Statement of Accounts for the half-year ending 30th June.

The total receipts for the six months are \$606,320 56 and the net profit, after paying interest due and all charges amounts to \$82,012 18 to which has to be added the balance brought forward from last account 1,901 32

and from this have to be deducted Directors' fees \$4,500 00 Auditors' fees 400 00

leaving available for appropriation \$79,011 50

The Directors recommend that a dividend for the half-year of 3 per cent., or \$46,875, be paid to the Shareholders, and a Bonus of \$1,000 to Contributing Shareholders; that \$30,000 be written from the value of the new dock—at Kowloon, and the balance of \$1,138 50 carried forward to the new account.

When presenting their last yearly Report your Directors were hopeful of an improvement in our Shipbuilding trade, but so far their expectations have not been realised. The business of docking and repairs, though not so large as it has been in some former half-years, continues satisfactory.

The case of the *Filippines* will not come on for trial for another two months, the Defendant having obtained the consent of the Court to send to Europe and have evidence taken on commission. The Directors regret that the new dock was not completed by the end of July, as they anticipated. The delay has arisen partly from a face of solid granite having been met with, the removal of which by blasting has necessarily been very slow work, and partly owing to the almost continuous rain since last February, which has prevented the workmen from doing more than half-time; however, it is now hoped that the greater part of the blasting will be over by the end of this month, and that all the masonry at the head of the dock will be finished by the end of October next. The new pumps have been erected, and a trial made, when they were found to work most satisfactorily.

J. BELL-IRVING,  
Chairman.

#### CAPITAL ACCOUNT.

January to June, 1888.

#### ASSETS.

Allotment.	
To Value of Aberdeen Docks, as per last statement	\$150,000
Kowloon.	
Value of Kowloon Docks, as per last statement	\$44,479 68
Cost of Hull, Drills, etc.	
Washing Machine, Pattern Makers' Lathe, and Saw Mill Lathe, &c.	4,208 43
New House for Superintendent at Kowloon, cost of construction to date.	3,097 51
New Dock.	
Amount expended in construction of New Dock to date.	75,165 51
Last First Grant received from Admiralty	15,000 00
Total.	635,474 81
Commodities.	
Value of Commodity Dock, as per last statement.	345,934 97
Completing Sea Wall.	200 00
Total.	345,934 97
Tugs, Launches and Lighters.	
Value of Tug Fleet, as per last statement.	5,956 00
Value of Launches, as per last statement.	4,000 00
Cost of Reconstruction.	15,629 70
Total.	24,585 70
Value of Steam Launches, 1 Steam Lighter, Cargo Lighter, and Boats.	15,410 34
Sundries.	
Cost of Material on hand.	8,000 00
Total.	8,000 00
LIABILITIES.	
By Shareholders for paid up Capital.	\$1,365,500 00
Admiralty Loan, £2,000 00.	
Less Repayments.	634 81
Total.	1,364,865 19
Sundry Creditors.	
Balance of Profit brought forward from last account.	1,001 32
Profit.	82,012 18
Total.	81,015 50
REVENUE ACCOUNT.	
(BENEVOLENCE.)	
The Chinese have placed the term Benevolence at the head of their list of Five Constant Virtues. The character which denotes it, is composed of the symbols for 'Man' and 'Two', by which is supposed to be shadowed forth the view, that Benevolence is something which ought to be developed by the contact of any two human beings with each other. It is unnecessary to remark that the theory, which the form of the character seems to favour, is not at all substantiated by the facts of life among the Chinese, as those facts are to be read by the intelligent and attentive observer. Nevertheless, it is far from being true, as a superficial examination would seem to indicate, that there is among the Chinese no Benevolence, though this has been often predicated by those who ought to have known the truth. "The feeling of pity," as Mencius reminds us, "is common to all men," widely as they differ in its expression. The mild, and in some respects, really benevolent teachings of the Buddhist religion, have not been without a visible effect upon the Chinese people. There is, moreover, among the Chinese, a strong practical instinct every direction, and when the attention has been once directed, by no matter what cause, toward the practice of virtue, there are a great variety of forms in which there is certain to be abundant scope for the exercise of benevolence. Among the forms of benevolence which have	

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D. Gillies,	Secretary.
T. JACKSON,	Chief Manager.
Hongkong, 15th August, 1888.	
THE ARRATOON APCR AND HEBEI COLLISION.	
The judgment delivered by Sir J. J. Ford, Chief Justice of the Straits Settlements, in the collision case between the steamer <i>Arratoon Apcar</i> and Messrs. A. Holt and Co's steamer	

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#### CHINESE CHARACTERISTICS.

Debt, particulars of which we published a few days since, is only what could have been reasonably anticipated, and hence the officers in charge of the *Hebeis* are considered by His Honour to have been entirely to blame for the disaster. When we remember that the officers of the *Arratoon Apcar* are fully passed and certified Europeans, while those of the Blue Funnel steamer, together with the boy on the look-out, are natives or Asiatics of some description, the decree of the Singapore Court may be said to have been all but a foregone conclusion. It would have been singular indeed, had the *Hebeis* thus officered been found to be in the right and the *Apcar* wrong. The officer in charge of the deck of the *Apcar* appears to have been an Asiatic gunner, one part of whose evidence, according to the learned Judge was totally opposed to all probabilities, and the above mentioned "boy" who occupied the important post of look-out man, had only been seven months at sea. Doubtless the eyes of very young men or boys are vastly quick at picking up distant lights, but it is still possible to have look-outs who at once possess the advantages of youth and a fairly reliable sea experience, the latter of which is always exceedingly valuable in distinguishing colours, and watching the movements of approaching vessels. In all carefully navigated steamers sailing out of the home ports a look-out man must always be an able seaman, and in all the large mail steamers, never less than two able seamen—one on each bow—is permitted during the night. The Judge appears to have laid a good deal of stress on the proper carrying out of the Article of Articles 18 and 23 of the Merchant Shipping Act, but the fact is that the whole case was governed by that article which says—"If two steamers are crossing each other so as to involve a risk of collision, that steamer which has the other of her own starboard bow, shall keep out of the way." Thus, it has been urged by competent lawyers in the London Admiralty Court and has never been denied but rather admitted by the Board of Trade, that the responsible steamer can put in force any desirable evolution so long as she "keeps out of the way of the other vessel." She can keep her engines going at full speed, can stop, go astern, it is quite immaterial—so long as she keeps out of the way and by doing so avoids a collision. The nautical experts who framed those Articles were content to let the method of keeping clear remain in the hands of the officer in charge, for they knew conditions might easily exist in the exigencies of navigation by which no hard and fast rule, further than keeping clear, could be safely or conveniently carried out.

In the case which has just been concluded at Singapore the *Arratoon Apcar* was steering her course through the Straits, bound to Singapore, when her officers observed the three lights of the *Hebeis* approaching from the opposite direction and about five or six miles away. The *Apcar* then did what all steamers in such a case should do—the port sufficient to shut out the *Hebeis*' green light and then steered. Thus if the two vessels had held on their course all would have gone well but instead of this the *Hebeis* steamed for what purpose was not explained by Sir T. T. Ford in his elaborate judgment—and from the moment of starboarding the helm without the shadow of any necessity, the *Hebeis* herself into the difficult and responsible position of that steamer which, in crossing, nautical wisdom has decreed shall keep clear of the other ship or be responsible for a collision. In committing this preposterous blunder the gunner of the *Hebeis*, as he had no certificate, may possibly be allowed some little latitude, when it is remembered how often the same mistake is made by Europeans who have passed through one or two stiff examinations. It is the commonest thing in the British Channels, in the roomy Mediterranean, and particularly out here in the Formosa Channel to meet steamers that do the very same thing as the *Hebeis*—starboard when they ought either to port their helm or keep on their courses. It is not very long since that in the neighbourhood of Ocksea light a large mail steamer was steaming to the north-eastward, at 2 a.m. with all her lights burning when she observed the three lights of an approaching steamer right ahead. The helm was ported at once till the green light was shut out, and kept so for some time in order to assure a safe and wide berth. When the two vessels had neared each other within about a mile, the vessel coming south being then about two or three points on the other's port bow, suddenly showed her three lights, and thus perpetrated one of the grossest errors in seamanship. The mail steamer's helm was then put hard-a-port and kept till the ship had performed half a circle under her port helm, when the other craft having come into a parallel line with her and fallen astern, the mail boat's course was gradually altered till the north-east point was again reached. Had the engines in this case been stopped it would have been putting a very valuable steamer at the mercy of a man—in the other vessel—who appeared to have lost his head, or who may have confounded her brilliant white and red lights for those of some junk. This was a similar kind of meeting to that of the *Apcar* and the *Hebeis* and possibly if the first named had kept on at full speed under her port helm she might have cleared the danger which overtook her. The wording of the article—"if two steamers are crossing, etc."—would indicate that the mail boat in the Formosa Channel, mentioned above, should have kept her course and never touched her engine, but he would indeed be a foolish officer who, simply because he was in the right position, would therefore risk a valuable ship and the lives of her crew and passengers by putting himself at the mercy of a nimcompooch. A wide berth is the first consideration for safety when it can be by judicious system of maneuvering be obtained, and the disregard of this principle, and the idea of falling back on "rules" when danger threatens, has been the cause of no end of casualties.

THE CHINESE CHARACTERISTICS.

(BENEVOLENCE.)

The Chinese have placed the term Benevolence at the head of their list of Five Constant Virtues. The character which denotes it, is composed of the symbols for 'Man' and 'Two', by which is supposed to be shadowed forth the view, that Benevolence is something which ought to be developed by the contact of any two human beings with each other. It is unnecessary to remark that the theory, which the form of the character seems to favour, is not at all substantiated by the facts of life among the Chinese, as those facts are to be read by the intelligent and attentive observer. Nevertheless, it is far from being true, as a superficial examination would seem to indicate, that there is among the Chinese no Benevolence, though this has been often predicated by those who ought to have known the truth. "The feeling of pity," as Mencius reminds us, "is common to all men," widely as they differ in its expression. The mild, and in some respects, really benevolent teachings of the Buddhist religion, have not been without a visible effect upon the Chinese people. There is, moreover, among the Chinese, a strong practical instinct every direction, and when the attention has been once directed, by no matter what cause, toward the practice of virtue, there are a great variety of forms in which there is certain to be abundant scope for the exercise of benevolence. Among the forms of benevolence which have

commended themselves to the Chinese, may be named the establishment of sounding hospitals and refuges for lepers, and for the aged, etc. As China is a land which for all practical purposes (except that of the depopulation of Peking Shigloos) is quite free from a Census, it is impossible to ascertain to what extent these forms of benevolent action are to be found, but it is hazardous little to say that they must be relatively rare, that is to say, as regards the enormous population in huge cities, where the needs are greatest. The vast soup-kitchens which are set up anywhere and everywhere, when some great flood or famine calls them; are familiar phenomena, as well as the donation of winter clothing to those who are destitute. It is not the Government only which engages in these enterprises, but the people also co-operate in a highly creditable manner, and instances are not uncommon, in which large sums have been thus judiciously expended. We do not reckon among the benevolences of the Chinese such associations as the provincial clubs for care of those who may be destitute at a distance from home, and who could not without this help return, or who having died, could not otherwise be taken home to be buried. This is an ordinary business transaction, of the nature of insurance, and is probably so regarded by the Chinese themselves. Besides the regular institutions already mentioned, and others similar, there are societies for the providing of coffins for those too poor to buy them, for gathering human bones which have in the course of time become exposed, and which are to possess one's self of full details of the working of any regular Chinese charity, but enough has been observed during such special crises as the Great Famine, to make it certain that the deepest distress of the people, is no barrier whatever to the most shameful peculation on the part of officials entrusted with the disbursement of funds for relief. And if such scandals take place under these circumstances, when public attention is most fixed on the distress and its relief, it is not difficult to conjecture what happens when there is no outside knowledge either of the funds contributed, or of their use. We have repeatedly referred to the comparative insignificance of the range of Chinese charity, but how narrow that range is, when considered in the light of the achievements of western lands, can best be understood by an examination of the table of contents of such admirable work as Mr. Faber's book on occidental civilization, published in Chinese, under the title "From West to East." Such institutions as asylums for the feeble-minded, for the insane, for the deaf and dumb, and for various varieties of diseases, together with a multitude of others, must seem to the Chinese like the products of unusually lively imaginations, remanding them of nothing which they ever saw or heard of. When they come to know more of that Occidental Civilization, of which too often, only the worst side obtrudes itself upon them, it will certainly seem to them not a little remarkable, that all Christendom is dotted with institutions, such as have no parallel out of Christendom, and then it will perhaps occur to them to inquire into the rationale of so significant a fact. They may be led to notice the suggestive circumstance, that the Chinese character for Benevolence, unlike most of those which relate to the emotions, which generally have the heart-radical, is written without the heart. The virtue for which it stands, is to often also practised without heart, with the general results, some of which we have noticed. That state of mind, in which practical philanthropy becomes an instinct, demanding opportunity to exhibit its workings, whenever the need of it is clearly perceived, may be said to be almost wholly wanting among the Chinese. It is not, indeed, a human development. If it is to be created among the Chinese, it must be by the same process which has made it an integral constituent of life in the lands of the west.—*N. C. Daily News.*

LUNG COMPLAINTS.

A writer in *Health* is responsible for the following:—

The lungs are the most prone to catarrhs and inflammations of any part of the body. Atmospheric and barometric influences of a vast range on the one hand, and a high functional activity of the lungs on the other, are the explicable determining causes of diseases of the lungs. We inhale air that contains many impurities, and thus give us bodily warmth and force; this is a very plain mode of stating the case, but it is not untrue.

Now, when the lungs become affected slightly or seriously, the nutrition of the body is pretty certain to suffer sooner or later. A slight cough is a bad thing but a bad cough is a dangerous thing. An infant with "cold on the lungs," a person with chronic cough, and the subject of pulmonary consumption, all demonstrate how vain are, too often, the usual routine lines of treatment in diseases of the lungs. Before this mixture and that tincture are taken, there should come up the question—What is the cough due to? It may, if chronic, be caused by heart disease or Bright's disease of the kidneys, and croupy by iron and cod liver oil. A case comes to mind, where the writer was called to see a doctor's wife with a cough of twelve years' duration. She had taken cod liver oil since and again, but without a particle of benefit. On carefully examining the chest one of the valves of the heart was found to be imperfect and diseased. This interfered with the proper circulation of blood through the lungs. The lady was given the Wyeth Diatomaceous Iron in six-drop doses, three times a day, and, by the tonic effects of the iron on the heart, the cough was completely cured in a couple of weeks. Overwork and nervous exhaustion would often induce a recurrence of the trouble, which was always quickly relieved by the iron. In Bright's disease iron would hardly have given such a brilliant result, but the cod liver oil would have done more good than it did here.

We come now to that larger class of cases where, honestly, we must admit that we do not know, for certain, what the cause is. Cases of this kind come often under the physician's eye, but those who live in the country have perhaps no applicants for their coarse prudence, as even the poorest people have as good or better at home. This circumstance does not, however, lead to the presumption of the offer, much less to the substitution of anything of a better quality. On the contrary, the donor advertises his intentions, to consider some homoeopathic practical facts. In diseases of the lungs we observe emaciation often and gradual wasting away. The vital powers are on the ebb. We have no specifics here, and the cough mixtures do not cure. What is to be done? Sustaining nutrition. To promote healthful nutritive functions the highest medical authorities have been, and are, untried in their praise of cod liver oil. The celebrated physician, Dr. C. B. Williams, asserted, after using it for

## Commercial.

TO-DAY.  
THE SHARE MARKET.

5 o'clock.

There is very little of any special interest to report to-day, business having continued unusually quiet. Banks are a shade firmer, with buyers at 157½, but nothing of consequence has been done. Docks have dropped a point, and are now rather unsteady at 32 per cent. premium. The Dock Company's half-yearly report and Statement of Accounts will be found in another column, and it will be seen that, as anticipated, the Directors recommend a dividend of 3 per cent. for the half-year. After going carefully through the Report and Accounts we shall probably have a few words to say regarding their leading features. Steamboats continue slowly on the downward line, sellers at 21½ falling to find a market for their shares. Some China Sugars have changed hands at 18½, and there are further sellers. Business has also been put through in Luxons at 55, at which rate shares are still obtainable. A few small sales of Pungoms at 10½ have also been reported. Other quotations are unchanged.

CLOSING QUOTATIONS.  
Hongkong and Shanghai Bank—157½ per cent. premium buyers.

Union Insurance Society of Canton—\$87 per share sellers.

China Traders' Insurance Company—\$73 per share sellers.

North China Insurance—Tls. 28½ per share, buyers.

Canton Insurance Company, Limited—\$80 per share, sellers.

Yangtze Insurance Association—Tls. 85 per share, sellers.

Chinese Insurance Company—\$180 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$345 per share, sellers.

China Fire Insurance Company—\$78 per share, sellers.

Hongkong and Whampoa Dock Company, 32 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$21½ per share, ex div., sellers.

China and Manla Steam Ship Company—115 per share, sellers.

Hongkong Tax Company—\$135 per share, sellers.

Hongkong Hotel Company—\$173 per share, sellers.

Hongkong Dairy Farm Co., Limited—\$13 per share, sellers.

A. S. Watson &amp; Co., Limited—100 per cent. premium, ex div., sellers.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rose Manufacturing Company, Limited—\$82 per share.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Pungom and Sunchee Dua Samantan Mining Co.—\$10 per share, sellers and sellers.

Hongkong and Kowloon Wharf and Godown Company—63 per cent. premium, buyers.

Tonquin Coal Mining Co.—35 per cent. premium, sellers.

The Hongkong High-Level Tramway Co., Limited—32½ per cent. premium, sales.

EXCHANGE.

ON LONDON.—Bank, T. T.—21/11.

Bank Bills, on demand.....21/11.

Bank Bills, at 30 days' sight.....3/10.

Bank Bills, at 4 months' sight.....3/10.

Credits at 4 months' sight.....3/10.

Documentary Bills, at 4 months' sight.....3/10.

ON PARIS.—Bank, T. T.—21/11.

Bank Bills, on demand.....3/9.

Credits at 3 months' sight.....3/8.

ON INDIA, T. T.—22/11.

On Demand.....22/11.

ON SHANGHAI.—

Bank, T. T.—7/2.

Private, 30 days' sight.....7/2.

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$530 to \$550.

(Allowance, Taels 16 to 56).

OLD MALWA, per picul.....\$570 to \$580.

(Allowance, Taels 16 to 56).

NEW PATNA, (without choice) per chest.....\$502 to \$512.

(New Patna (bottom) per chest.....\$520).

NEW BENARES, (without choice) per chest.....\$497.

(New Benares, bottom) per chest.....\$507.

NEW PERSIAN (best quality) per picul.....\$60.

OLD PERSIAN (best quality) per picul.....\$60.

OLD PERSIAN (second quality) per picul.....\$55.

(\$575).

## CHINA COAST METEOROLOGICAL REGISTER.

15th August, 1888.—At 4 p.m.

STATION	Latitude N. Lat.	Longitude E. Long.	Temperature F.	Wind Direction	Wet Bulb	Dew Point	Humidity	Pressure inches	Barometer millibars
Whampoa	30° 10'	114° 10'	80	SE	70	65	80	30.08	1012.0
Tokio	35° 40'	139° 40'	80	SW	70	65	80	30.08	1012.0
Shanghai	31° 20'	120° 20'	80	SE	70	65	80	30.08	1012.0
Amoy	23° 30'	117° 30'	80	SE	70	65	80	30.08	1012.0
Hongkong	22° 10'	114° 10'	80	SE	70	65	80	30.08	1012.0
Macau	22° 30'	113° 30'	80	SE	70	65	80	30.08	1012.0
Mauli	20° 30'	110° 30'	80	SE	70	65	80	30.08	1012.0

16th August, 1888.—At 10 a.m.

STATION	Latitude N. Lat.	Longitude E. Long.	Temperature F.	Wind Direction	Wet Bulb	Dew Point	Humidity	Pressure inches	Barometer millibars
Whampoa	30° 10'	114° 10'	80	SE	70	65	80	30.08	1012.0
Tokio	35° 40'	139° 40'	80	SW	70	65	80	30.08	1012.0
Shanghai	31° 20'	120° 20'	80	SE	70	65	80	30.08	1012.0
Amoy	23° 30'	117° 30'	80	SE	70	65	80	30.08	1012.0
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Macau	22° 30'	113° 30'	80	SE	70	65	80	30.08	1012.0
Mauli	20° 30'	110° 30'	80	SE	70	65	80	30.08	1012.0
The barometer has fallen in Luson, and along the south-east coast of China, owing to the approach of a typhoon, from the Pacific. Cloudy, with moderate winds, and rain.									
Wind rose to level of the sea in inches and hundredths. —Temperature in shades of degrees, Fahrenheit. —Humidity in percentage. —Wind force in Beaufort scale. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, dashed clouds, & drizzling rain, &c. —Cloudy, A few clouds, &c. —Overcast, &c. —Visibility in miles, well, & poor. —Rain in inches and hundredths.									
Hongkong Observatory, 16th August, 1888.									

## HONGKONG TEMPERATURE.

(From Messrs. Falcon & Co.'s Register).
Barometer—4 p.m. ....
Temperature—4 p.m. ....
Thermometer—4 p.m. ....
Hygrometer—4 p.m. ....
Barometer—1 p.m. ....
Temperature—1 p.m. ....
Thermometer—1 p.m. ....
Hygrometer—1 p.m. ....
Barometer—9 a.m. (Sea level) ....
Temperature—9 a.m. (Sea level) ....
Thermometer—9 a.m. (Sea level) ....
Hygrometer—9 a.m. (Sea level) ....
Barometer—Maximum (Sea level) ....
Temperature—Maximum (Sea level) ....
Thermometer—Maximum (Sea level) ....

## MAILS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Cathay*, with the next English mail, left Singapore at 5 p.m., on the 14th instant, and is expected here on about the 19th.

## THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of New York*, with the next American mail, left Yokohama on the 11th instant, and is expected here on about the 17th.

## THE INDIAN MAIL.

The steamer *Tajpur*, with the next Indian mail, left Singapore on the 12th instant, and is here on the 18th.

The steamer *Wingsay*, from Calcutta, left Singapore on the 14th instant, and is expected here on the 20th.

## THE CANADIAN MAIL.

The steamer *Port Adelaide*, with the Canadian mail, left Nagasaki on the 1st instant, and is here on or about the 19th.

## THE CHINESE MAIL.

The steamer *Parthia*, with the Canadian mail, left Vancouver on the 1st instant, and is here on or about the 29th.

## STEAMERS EXPECTED.

## A MAIL WILL CLOSE.

The D. R. steamer *Electra*, left Singapore on the 13th instant, and may be expected here on the 19th.

The P. & O. S. N. Co.'s steamer, *Lombardy*, from Bombay, left Singapore on the 13th instant, and is expected here on the 19th.

The Ocean Steamship Co.'s steamer *Devon*, from Liverpool, left Singapore on the 14th instant, and is expected here on the 20th.

The P. & O. S. N. Co.'s steamer *Kashgar*, left Bombay on the 7th instant, and is expected here on the 24th.

## Shipping.

## ARRIVALS.

NORWAY, Norwegian bark, 653, Th. Alburgh, 13th July.—Singapore 4th August, Timor—Wieler & Co.

METAPENI, British steamer, 1,454, J. B. Purvis, 15th August.—Nagasaki 9th Aug.—Coal—Takasima Colliery Co.

THIKING, German steamer, 954, G. Heuermann, 16th August.—Shanghai 1st August, General—Maria Teresa & Co.

CARISBROOK, British steamer, 973, R. Cass, 1st August.—Saigon 28th July, Rice and Paddy—Morris & Ray.

HAUOLONG, British steamer, 783, J. S. Roach, 16th August.—Keeling 14th August, Coal—Lapraik & Co.

ZAFIRO, British steamer, 675, Talbot, 16th August.—Manila 13th August, General—Russell & Co.

BENTLEI, British steamer, 1,047, Clark, 16th August.—London 4th July, and Singapore 10th August, General—Arnold, Karberg & Co.

CARISBROOK, British steamer, 973, R. Cass, 1st August.—Saigon 28th July, Rice and Paddy—Morris & Ray.

DRACHENFELS, German steamer, 1,450, E. Groot, 14th August.—Swatow 10th August, General—Arnold, Karberg & Co.

ELSER, German steamer, 747, W. Jebson, 13th August.—Nagasaki 4th August, Coals—Arnold, Karberg & Co.

FALM